

CONTROL OF THE BRIDGE

DECIDING TO TAKE NO ACTION AT PRESENT—A WIDE DIVERGENCE IN VIEWS.

The Brooklyn Bridge trustees held a special meeting yesterday to receive and act on the report

A committee, composed of Mayors Edson and Low and Controllers Campbell and Brinkhoff, which was appointed to consider the question of the future control of the bridge, which is expected to be finished in less than three months. The committee, through Mayor Low, reported the draft of a bill providing for the management and control of the bridge to be presented to the Legislature. It provides that after a date in this year let blank, the control and management of the bridge shall be vested in the Mayors and Controllers of New York and Brooklyn, with the full powers now vested in the trustees; that they shall have control of the books and records relating to the bridge, and power to provide for the maintenance and proper repair of the structure, the imposition of tolls, the collection of tolls, and the operation of the railroad or railroads thereon; and that they shall make the appointment of officers and employes and lease such parts or privileges as they shall deem proper; that they shall increase the revenues without adding to the annual tax rate. The bill also provides

for the payment of the receipts (after paying the expenses) to the two cities at least once a year, and that monthly reports be made to the Common Council of each city of the gross receipts, and an annual report of receipts and expenses, and that the bridge shall be forever free from all taxes.

Mayor Low spoke briefly of the work of the committee and moved the adoption of the report. J.

Admiral Bush said that there was no need of immediate action. It would be some months before the bridge would be entirely completed. He moved as an amendment that the committee be continued with power to bring a bill before the Legislature of 1884, and that the consideration of the matter be

suspended for the present. Mr. Stranahan seconded this motion.

GENERAL SLOCUM'S PROPOSITION.

General Slocum said that at no time could the trustees leave the work with so much credit as at the time when the bridge would be ready for use.

He did not favor making the permanent officers of the two cities the custodians of the bridge, and moved for adoption a bill providing for turning over the bridge after July 4 to three trustees, two residents of Brooklyn and one of New-York; one Brooklyn trustee to be appointed by the Mayor of Brooklyn and to hold office for one year from July 4, 1883, and the other to be appointed by the Gov-

ernor of the State and to hold office for two years from July 4, 1883; the New-York trustee to be appointed by the Mayor and to hold office for three years. Subject both to their agreement to hold

years from July 4, 1883; their successors to hold office for three years each and to be appointed by the same power ten days before the expiration of the terms of office. The bill further provided that the trustees should each take an oath of office and give a bond for \$20,000 with two sureties; that they should meet once a week publicly, and should ap-

present a treasurer, a superintendent, an engineer and other necessary officers for the bridge, and should report once a year to the Mayor and Controller. The other provisions were similar to the bill drafted by the committee.

asking for authority to turn the work over to others, and spoke in favor of Mr. Bush's motion as a fair compromise. Mr. Bush said that he had thought that soon after the completion of the bridge the railroads would try to gobble it up summarily. He did not want the matter left to any four men. The whole body of trustees should pass upon the question of the use of the bridge by railroad companies.

Mayor Low remarked that ample powers would be given to whoever had control of the bridge to manage it. He said that the people of the city and the railroad had the power the people, to whom they were responsible, would be best satisfied. The date of the transfer of the bridge to the permanent trustees would be determined by the city council, the committee and the committee had left it blank for the trustees to determine.

William Marshall stated that the New York State would not put its foot already on the bridge. The Long Island Railroad Company had proposed to pay a certain amount of interest for the use of the bridge to benefit the city and the railroad companies. He said that the city was opposed to any railroad controlling the mouth of the bridge, and to putting the bridge in the hands of any four men. The bridge was to be put in the hands of the trustees, and the trustees

Controller Campbell favored the bill presented by the committee. He was opposed to outside commissions, he said. The committee had in mind all the Mayors and Controllers of the two cities for the future when drafting the bill. It was not wise to continue the trustees in power until the last nail was driven. The completion of the storehouses and other works could be safely left to the new Board. The present Legislature should act. He would pro-

John T. Agnew suggested that the present trustees would get out of office on June 2, and he did not think they could take any action for the future trustees; therefore he would oppose the report of the committee.

RAILROADS AND THE BRIDGE.

Mr. Bush declared that a New-York railroad corporation had made a strong reach for the bridge, and the officers said that they would have control

of it six months after it was open.

Controller Campbell did not think that twenty men would be more trustworthy than four men. He was surprised to hear the talk about railroad kings in New-York and Brooklyn trying to control the bridge if it was in the hands of the two Mayors and two Controllers.

Mayor Low said that the committee's bill gave the new Board no new powers, on the bridge was

W. C. Kingsley opposed the bill as too hasty and discourteous to the older trustees. He thought that the first working of the bridge should be under the care of the men who have built it. When the work was all done—perhaps by the end of this year—he

General Slocum's substitute was defeated by a vote of 16 to 2, the affirmative votes being given by General Slocum and Mr. Van Schaick. A vote was then taken upon the amendment of Mr. Bush, which was adopted by the following vote: Affirmative, Kingsley, Marshall, Stranahan, Ames, Clausen, Thurber, Bush, Barnes, Swanwick, Witte Howell and Brinkerhoff—12; negative, Edison, Low

A delegation headed by J. G. Julius Lindeberg, from the Grand Army of the Republic, called on Mayor Edison yesterday and asked, that in case the Brooklyn Bridge is open for travel, the Grand Army procession be allowed to pass over it on Decoration Day. The Mayor said he would refer the matter to the bridge trustees.

THE FLOODS AND THE RELIEF MEASURES.

YAZOO CITY, Miss., March 19.—Later news received by the steamer Carroll this evening sets at rest the fears of an overflow along the Yazoo. The water at Sharkey's was falling, and at Greenwood at a standstill. Between the latter place and the Head of Honey Island the plantations are overflowed, but with the fall above this water is expected to pass off in a short time. In the Head of Honey Island there seems to be very little un-

badness, and work continues on all the places. The Yazoo River can stand a larger rise than it will get. The news by the steamer Desmet, which left Greenwood yesterday morning, confirms the previously reported overflow of the Tallahatchie country. Greenwood is submerged, the water being only twelve inches below that of 1882, but it is rising slowly.

CINCINNATI, March 19.—The Indianapolis Board of Trade Relief Committee arrived here at 7 o'clock this

evening on the steamer Halpin. The members visited every inundated city and village on the Ohio River, and gave relief where needed. They say no more funds or supplies will be necessary.

SEVERE WEATHER IN THE WEST.

CHICAGO, March 19.—A severe snow storm has raged here to-day, and much damage has been done on the east shore of Lake Michigan. It is expected that the weather will delay wheat sowing. Dispatches from St. Louis state that a severe change in the weather

This winter took place there yesterday. The mercury, which registered 77° in the afternoon, dropped to freezing point at night. There is nearly an inch of snow on the ground. Reports from Omaha and other points in the northwest state that the mercury registers from zero to 17° below in that region. The railroad trains are delayed.
